

The China Mail.

Established February, 1845.

VOL. XLIV. No. 7667.

號九十月三年八十八百八千一英

HONGKONG, MONDAY, MARCH 19, 1888.

日八初月二年子戊

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.

LONDON:—E. ALBAN, 11 & 12, Clement's Lane, Lombard Street, E. C. GEORGE STREET & Co., 30, Cornhill, GORDON & GOTCH, Ludgate Circus, E.C. BATES HENDY & Co., 37, Walbrook; E.C. SAMUEL DEACON & Co., 150 & 154, Leadenhall Street, W. M. WILLS, 151, Cannon Street, E.C. PARIS AND EUROPE:—AMEDEE PRINCE & Co., 36, Rue Lafayette, Paris. NEW YORK:—ANDREW WIND, 21, Park Row. SAN FRANCISCO and American Ports generally:—BEAN & BLACK, San Francisco. AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GOTCH, Melbourne and Sydney. OXFORD:—W. M. SMITH & Co., The APOTHECARES CO., Colombo. SINGAPORE, STRAITS, &c.—SAUER & CO., Square, Singapore. C. HEINZEN & Co., Manila. CHINA:—MACAO, F. A. DE CHUZ, SEDOT, QUELCH & Co., AMY, N. MOAILLE, POOCHEE, HEDGE & Co., Shanghai, LANE, CRAWFORD & Co., and KELLY & WALSH, Yokohama, LANE, CRAWFORD & Co., and KELLY & Co.

BANKS.

NOTICE

RULES OF THE HONGKONG SAVINGS BANK.

- The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3: Saturdays, 10 to 1.
- Sums less than \$1, or more than \$250 at one time will not be received. No depositor may deposit more than \$2,500 in any one year.
- Depositors in the Savings Bank having more at their credit may at any time transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit of 12 months at a per cent. on annual interest.
- Interest at the rate of 3% per cent. per annum will be allowed to depositors on their daily balances.
- Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.
- Correspondence as to the business of the Bank, if marked "On Hongkong Savings Bank Business is forwarded free by the various British Post Offices in Hongkong and China.
- Withdrawals may be made on demand, but the personal attendance of the depositor, his duly appointed agent, and the production of his Pass-Book are necessary.

For the
HONGKONG & SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.
Hongkong, September 1, 1888. 754

HONGKONG & SHANGHAI BANKING CORPORATION.
PAID-UP CAPITAL.....\$7,500,000
RESERVE FUND.....\$3,900,000
RESERVE LIABILITY OF PROPRIETORS.....\$7,500,000

COURT OF DIRECTORS.
Chairman: Hon. JOHN BELL INVERNO.
Deputy Chairman: W. H. KOBES, Esq.
O. D. BOTTONYI, H. A. P. McEWEN,
Esq. S. C. MICHAELSEN,
W. G. BRODIE, Esq.
H. L. DALBYMPLE, J. S. MOSES, Esq.
H. HOPPIUS, Esq.
H. LAYTON, Esq.

CHIEF MANAGER.
Hongkong, Thomas JACKSON, Esq.
MANAGER.
Shanghai, EWEN CAMERON, Esq.
LONDON BANKERS.—London and County Bank

HONGKONG.

INTEREST ALLOWED.

On Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

On Fixed Deposits:—
For 3 months, 3 per cent. per annum.
" 6 " " 6 per cent. " "
" 12 " " 6 per cent. "

LOCAL BILLS DISCOUNTED.
Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London, and the chief Commercial houses in Europe, India, Australia, America, China and Japan.

T. JACKSON,
Chief Manager.

Hongkong, January 25, 1888. 363

Intimations.

LIQUIDATION OF THE 'COMPANIA NAVIERA DE FILIPINAS.'

THE LIQUIDATORS of the above Company have decided to Pay a FIRST DIVIDEND of 15 % to the SHAREHOLDERS or to their legal representatives or successors.

PAYMENT will be made on and after the 8th Instant, on presentation of the Scrip at the Office of Sr. Dr. Angel ORTIZ.

(Signed) A. ORTIZ,

GEO. ARMSTRONG.

Hongkong, March 12, 1888. 414

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

CONTRIBUTING SHAREHOLDERS are requested to send in a Statement of Business Contributed during the Half-Year ended 31st December, 1887, on or before the 31st Instant, on which date the Accounts will be Closed.

By Order of the Board of Directors,
D. GILLIES,
Secretary.

Hongkong, March 15, 1888. 434

Intimations.

THE HONGKONG AMATEUR ATHLETIC SPORTS TO BE HELD ON THE CRICKET GROUND, ON SATURDAY, the 7th April.

The following is the List of EVENTS, viz.:—

- 100 yards Flat Race, 2 prizes.
- Putting the Shot, 1 prize.
- 20 yards Handicap, 2 prizes.
- High Jump, 1 prize.
- Quarter Mile Flat Race, 2 prizes.
- One Mile Walking Race, 1 prize.
- Throwing Cricket Ball, 1 prize.
- Polo Jumping.
- Soldiers Half Mile Race, 3 prizes.
- Half Mile Race (Handicap), 2 prizes.
- Boys Race, 200 yards (Handicap) for Boys under 15, open to European Schools, 3 prizes.
- Veterans Flat Race, 120 yards (Handicap). Open to all, 35 years old and of 10 years residence in India, China or the Tropics, 2 prizes.
- Boys Race, 200 yards (Handicap) for Boys under 15, open to European Schools, 3 prizes.
- Three-Legged Race, 1 prize.
- Small Girls Race (Handicap), under 7 years, 3 prizes.
- 220 yards Flat Race (Handicap), 2 prizes.
- One Mile Flat Race, 2 prizes.
- Consolation Race, 1 prize.
- International Cup-of-War, 1 prize.

With the exception of Events Nos. 9, 12 and 16, the above are Open to all GENTLEMEN AMATEURS, who are Members or Visitors of the Hongkong Club, Club German, Ladies' Recreation Club, Hongkong Cricket Club, Victoria Recreation Club, and also to COMMISSIONED MILITARY and NAVAL OFFICERS.

INTENDING COMPETITORS are requested to send in their ENTRIES on the paper forms which can be obtained at the HONGKONG CLUB, CRICKET CLUB, VICTORIA RECREATION CLUB, MESSRS. KELLY & WALSH, MESSRS. LANE, CRAWFORD & CO., MESSRS. FALCONER & CO., to the Hon. SECRETARY not later than SATURDAY, the 31st Instant, on which date ENTRIES CLOSE.

CHAS. H. THOMPSON,
Hon. Secretary.
Hongkong, March 17, 1888. 448

THE CHINESE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the Seventeenth Ordinary MEETING of the SHAREHOLDERS in the above Company will be held at the HEAD OFFICE, Victoria, Hongkong, at Noon, on FRIDAY, the 23rd Instant, to receive the Report of Directors, together with the Statement of Accounts to 31st December, 1887.

The TRANSFER BOOKS of the Company will be CLOSED from the 10th to the 23rd Instant, both days inclusive.

By Order of the Board,
SAM'L J. GOWER,
Secretary.
Hongkong, March 9, 1888. 401

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

THE FIFTH ORDINARY GENERAL MEETING OF SHAREHOLDERS will be held at the Office of the Company, Praya Central, on FRIDAY, the 23rd March, at Three o'clock in the Afternoon, for the purpose of receiving the Report of the General Managers, declaring a Dividend, and electing a Consulting Committee and Auditors.

The Transfer BOOKS of the Company will be CLOSED from 9th to 23rd Instant, both days inclusive.

RUSSELL & Co.,
General Managers.
Hongkong, March 6, 1888. 379

HONGKONG.

INTEREST ALLOWED.

On Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

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Hongkong, January 25, 1888. 363

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Secretary.

Hongkong, March 15, 1888. 434

Business Notices.

LANE, CRAWFORD & CO.

MUSIC.

For Piano.

For Violin.

CRAMER'S ETUDES.

ETUDES, POLONAISES and

BALLADES.

Mendelssohn's Compositions and Lieder

DUETS.

Beethoven's QUATROUS for 2 Violins

ALTO & CELLO, arranged for Piano.

Beethoven's SONATA.

Bach's PRELUDES and FUGUES for Piano.

Field's NOCTURNES.

Johann's WANDERBLIDER.

Heller's COMPOSITIONS.

New SONGS, by Tosti, Molloy, Diehl,

Moir, Isidore de Lara, Wellings, etc., etc.

NEW VALES, LANCES, QUADRilles and

POIKAS.

LATEST LONDON SUCCESS—OLD

TIRES COACH GALOP (vocal obligato), by

Crowe, author of See Saw, etc.

14—Long JUMP, 1 prize.

15—Three-Legged Race, 1 prize.

16—Small Girls Race (Handicap), under 7 years, 3 prizes.

17—220 yards Flat Race (Handicap), 2 prizes.

18—One Mile Flat Race, 2 prizes.

19—Consolation Race, 1 prize.

20—International Cup-of-War, 1 prize.

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RUSSELL & Co.,
General Managers.
Hongkong, March 6, 1888. 379

For Sale.

FOR SALE.

JULES MUMM & Co.'s CHAMPAGNE
Quarts..... \$20 per Case or 1 doz.
Pints..... \$21 per Case or 1 doz.
Dubos Freres & Co's BORDEAUX CLARETS AND WHIT WINE
Baxter's Celebrated 'Barley' BREW WHISKY.—\$2 per Case of 1 doz.
GIBB, LIVINGSTON & Co. Hongkong, July 18, 1888. 1187

To-day's Advertisements.

THEATRE ROYAL,
CITY HALL, HONGKONG.

THURSDAY! THURSDAY!

HAMILTON'S MUSICAL BOUQUET AND COMEDY COMPANY.

Entire Change of Programme!

NEW SONGS! NEW DANCES!

THE BAND OF THE 63rd REGIMENT.

NOTICE.
THE NEXT PERFORMANCE by THE COMPANY WILL TAKE PLACE ON SATURDAY NEXT, the 24th March, 1888.

Box Plan now open at Messrs. KELLY & WALES.
Hongkong, March 10, 1888. 456

IMPORTANT NOTICE.

KUHN & CO.
ARE NOW SELLING OFF THEIR FINE ART COLLECTION, consisting of a

CHOICE & VALUABLE ASSORTMENT OF JAPANESE BRONZES, CLOISONNE, IVORY, LACQUER, SILK and SATIN KIMMOS, KAKIMMOS, SORENDS, DRESSING-GOWNS, and JACKETS, QUILTS, WALL DECORATIONS, BRONZE JEWELLERY, SWORDS, COMPLETE SUITS OF ANTIQUE ARMOUR, &c., &c.

AT TO AVOID THE COST OF RE-SHIPPING THE ENTIRE STOCK IS NOW OFFERED AT GREATLY REDUCED PRICES.

MESSRS. KUHN & Co. in thinking of their Liberal Terms regret state that, owing to the opening of a new House in London, where Mr. SPENSER is an absolute necessity, they are compelled to temporarily close their Hongkong establishment; but due notice will be given of the resumption of business. Meanwhile all Orders sent to KUHN & Co., KOHAMA, will receive the most careful attention.

The PUBLIC are respectfully notified of the present sale of the most complete collection of WORKS OF JAPANESE ever offered in Hongkong at such low prices, will be limited to the current month.

KUHN & Co., opposite the HONGKONG HOTEL, Hongkong, March 19, 1888. 440

LINE OF STEAM PACKETS.

M. LONDON, PENANG AND SINGAPORE.

Company's S.S. Glenaloch, having arrived from the above Ports, Consignment of Cargo by her and by the S.S. Erin made, from NEW YORK, are hereby informed that their Goods are being landed at risk into the Godowns of the KOWLOON WHARF AND CO., Ltd., at Kowloon, whence they may be obtained.

Cargo will be forwarded under the contrary be given before the 10th instant, remaining undelivered after the 10th will be subject to rent.

Insurance has been effected. Lading will be countersigned by JARDINE, MATTHESON & Co., Agents.

Hongkong, March 19, 1888. 453



To-day's Advertisements.

POSTPONEMENT.

NORDDEUTSCHER Lloyd.

The Departure of the Company's Steamship Sachsen, carrying the GERMAN

MAIL, is POSTPONED UNTIL MORNING, the 20th instant, at 7 a.m.

Mails will close This Afternoon at 5 p.m., but Correspondence may be posted on board with 10 Cents extra per unit time of departure. This cancels previous Post Office Notices.

MELCHERS & Co., Agents.

Hongkong, March 19, 1888. 457

FOR SHANGHAI.

The Steamship Tongye, Capt. T. W. STARLING, will be despatched for the above Port TO-MORROW, the 20th Inst., at 4 p.m.

For Freight or Passage, apply to SIEMSEN & Co.

Hongkong, March 19, 1888. 458

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

The Co.'s ship Sachsen, German steamer, 2,874 Ad.

Capt. T. HALL, will be despatched for the above Port on WEDNESDAY, the 21st Inst., at Daylight.

For Freight or Passage, apply to DOUGLAS LAPRAK & Co., General Managers.

Hongkong, March 19, 1888. 455

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

The Co.'s Steamship Anchises, Captain LAPAGE, will be despatched as above on WEDNESDAY, the 21st Inst., at Daylight.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, March 19, 1888. 349

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI VIA SWATOW.

(Taking cargo & passengers through rates for CHEFOO, TIENTSIN, NEW CHWANG, HANKOW and Ports on the YANGTZE.)

The Co.'s Steamship Canton, Capt. BRENNER, will be despatched as above on WEDNESDAY, the 21st Inst., at Noon.

For Freight or Passage, apply to JARDINE, MATTHESON & Co., General Managers.

Hongkong, March 19, 1888. 459

THE SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

FOR SWATOW AND BANGKOK.

The Company's Steamer Phra Ram Kla, Captain J. FOWLER, will be despatched for the above Ports on FRIDAY, the 23rd instant, at 8 a.m.

For Freight or Passage, apply to YUEN FAT HONG, Agents.

Hongkong, March 19, 1888. 450

STEAM TO YOKOHAMA, VIA NAGASAKI AND KOBE.

(Passing through the INLAND SEA.)

The P. & O. S. N. Co.'s Steamship Lombardy will leave for the above places on SUNDAY, the 26th March, at Daylight.

E. L. WOODIN, Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, March 19, 1888. 460

STEAM TO SHANGHAI.

The P. & O. S. N. Co.'s Steamship Venetia.

will leave for the above place about 24 hours after her arrival with the next outward English Mail.

E. L. WOODIN, Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, March 19, 1888. 461

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

The Co.'s Steamship Anchises, Capt. MILLIGAN, will be despatched as above on WEDNESDAY, the 28th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, March 19, 1888. 462

STEAMSHIP OXUS.

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of cargo from London and Havre ex. S.S. Indus, in connection with the above steamer, are hereby informed that their goods—with the exception of Gold, Silver, and Diamonds—will be delivered to the Company's Agents, Messrs. G. & J. Williams, 10, Old Bond Street, on the 1st day of April, 1888.

Consignees of cargo from London and Havre ex. S.S. Indus, in connection with the above steamer, are hereby informed that their goods—with the exception of Gold, Silver, and Diamonds—will be delivered to the Company's Agents, Messrs. G. & J. Williams, 10, Old Bond Street, on the 1st day of April, 1888.

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THE CHINA MAIL.

THOMAS HORN, owner of the Supreme Sasebo, has been sentenced to five years penal servitude for having raped a Chinese girl nine years ago.

The *Shanghai Courier* says:—The *s.s. Deepdale*, which arrived at Shanghai from London the other day, is discharging there twenty-two very heavy guns, some of which weigh as much as 44 tons, the heaviest we believe, ever brought to China. They were manufactured by Messrs Armstrong & Co., and their destination is Formosa, where most of them will be mounted at Keelung and Tamsui.

From a list of voyages made by the Canadian Pacific steamers, we find that the average of ten voyages from Yokohama to Vancouver has been 142 days, the longest passage being 17 days, and the shortest 13. Taking ten voyages from Vancouver to Yokohama, the average voyage has been 183 days, the quickest was 16 days, and the slowest 22 days. In most of these cases the steamers called at Victoria, B.C.—*N.C. Daily News.*

The *N.C. Daily News* says—Mr Vilas Paris, as his namesake in the *S. J. Jones*, has been lecturing at Paris on his ballooning experiences at Tientsin, which, he said, had been greatly frustrated by the machinations of the German drill instructors in the "Festial army." No one would go up in the balloon until at last Li Hung-chang himself went up, and was wafted heavenwards to the surprise and delight of his people. This statement is quite as surprising as the Viceroy's mythical ascent.

The steamer *Esex*, of the United States Navy, has been (says *Nature* of Jan. 26th) making a series of soundings between Cape Guardafui and Ceylon. In the Indian Ocean, between 60° and 70° E. longitude, a uniform depth of about 2,000 fathoms is almost constantly met with, gradually decreasing as the coast is approached. The greatest depth met with was 2,705 fathoms, off the coast of Africa, 190 miles from Cape Guardafui. To the east of the maximum, the sea-bed rises suddenly to a depth of only 857 fathoms below the surface.

The *Chinese Times* says:—About six years ago a very large number of trees was planted in Shantung, in the hope that excessive aridity and excessive rainfall would be neutralized. The expense was considerable, and the planting was well done. We now hear, owing to want of all means of conservation, the plantations were left to themselves, with the result that nearly one tree remains. The whole plantations have been cut down by the people for timber and fire-wood. The history of the excellent intentions, and the end of them, is not encouraging.

We (*Japan Gazette*) see from the *Official Gazette* that telegraphic messages on the subject of the health of the Crown Prince of Germany have been exchanged between his Majesty the Mikado and the (late) Emperor William. On the 26th ult., his Majesty the Mikado telegraphed expressing his deep sorrow at the severe nature of the Crown Prince's malady, and asking the Emperor to acquaint him with the present state of the Prince's health. Emperor William replied on the 28th as follows:—I thank your Majesty heartily for having inquired after the state of the Crown Prince. The present symptoms of the disease of the Crown Prince are not alarming. I pray for the health of your Majesty and the welfare of your country.

The Chinese Times says:—The repairs in the great breach of the Yellow River go on very slowly, and it is said that the difficulties are so excessive that the officials who are supervising the operations despair of success. If their forbodings prove true, and there is no much reason to fear they will, we greatly regret to say the submerged part of Honan, comprising some of the most fertile and until last autumn, most populous part of that province, will remain a lake. It is, of course, impossible to form any accurate idea of the actual loss of life, but the calamity was immense in its proportions so much so, as many cities, many towns and hundreds of small and large villages were destroyed by the surging waters, it seems to us the Chinese estimate that 2,000,000 of people were drowned is not altogether incredible. In very many places on the lower levels especially, not a soul escaped alive.

This man-of-war standing bestowled on foreign steamers, built on the *Cambrian* lines, which may shortly arrive for the authorities in Colombo to deal with, should—as we are day by day more clearly led to anticipate—a great European war burst forth before 1888 is much further advanced. How about the coaling at this port of French and German steamers which claim the status of men-of-war? If men-of-war can they be allowed to coal here week by week while a great war is raging on the Continent of Europe, the influence of which may certainly extend to the Far East? It is for the Ceylon Government to make sure of their position in this matter before the evil days arrive. Indeed, Sir Arthur Gordon might well lay the question before Lord Carnarvon for his opinion. And counsel, since he himself is shortly to hand over the reins of Government for three months to his hitherto arrived Colonial Secretary. In any case, let the matter not be ignored. Men-of-war (steamers) have the right to claim enough coal to carry them to the next port, but could the same vessels return, and a whole fleet go on coaling uninterruptedly during war-time, at regular intervals at Colombo, without a breach of regulations?

PIRACY BY FOREIGNERS.—Says the *Journal of the Far East*.—It is not often that we have to report a case of piracy in these waters so far as foreigners are concerned, but it appears that such has recently taken place on board an American schooner belonging to Yokohama. The schooner *Nereid* sailed from this about the first of January, on a voyage to Guam, &c., but when ready to sail for Yap, the Captain being ashore to clear the vessel, the mate, a man named J. Forbes, ran away with her, after having driven two of the crew overboard, taking with him all the captain's effects, the ship's papers, &c. The captain is on his way back to this port in an American whaling-boat, and the above particulars are contained in a report from the Capt. of the U.S. Consul-General at this port, sent up by one of the two men driven overboard, but who swam ashore, and arrived up here in the schooner *Batavia* from Guam direct. The circumstances have been reported to Commander Glass, U. S. Consul-General, the senior officer on the station, and steps have been taken to detain the vessel and crew should they be met with anywhere. The mate, Forbes, who ran away with the schooner, is reported as not having borne the best of character here, and to have also made the acquaintance of the interior of the U. S. Consulate-Guildman, and Italian newspaper containing with

A barbers merchant, according to the *China Mail*, is treating for the engagement in Yokohama, of a hundred Japanese workmen at fifteen dollars a month each, to proceed to Hongkong to work in a large sugar factory.

The *Ceylon Observer* of the 20th Feb. says that the heaviest blow that Corlton has received for a long time was given last week, in the announcement of a telegram to almost everybody's importance in the world. (Applause.) For want of dock accommodation in his own ships, have down for repairs. Now you have magnificent docks at Corlton, and Abordens, one of which is of sufficient size to take any of our largest sailing ships. One year, when you have a splendid new pier alongside, when heavily laden steamers lie and discharge their cargoes into extensive warehouses connected with the piers by a system of walls. Your water supply, at one time, procured from small wells, is shortly to be brought to your docks by means of that splendid monument of skill and untiring energy, the Tyne works. (Applause.) Your roads are increasing in numbers, and where you can now easily walk, the older residents had to climb. I recollect your forefathers as little better than a shabby bunch. In its place you have a grand Plaza, plenty to be further extended into the sea, making room for the large and still increasing population of the Colony. The Statistical Station at Victoria Peak was for a long period the only building above the level of Castle Road. Now Robinson Road, constructed in 1882, is well-lined with houses, and a small Colony is rapidly extending itself from Victoria Peak to Mount Gough, and Mount Kowloon. Your means of communication will be higher, faster, will I trust soon by company, and the power of attack will convey you, after the day's labour, to the health-giving breezes on the hills above us. Your Public Gardens were made in my time, and reflect the greatest credit on those who conducted the rough granite-laden hillsides into the handsome faces, and planted the noble trees and beautiful shrubs which now adorn that portion of the Island. Your Commercial port is so vast that the tonnage arrival in the Colony is now over 6,000,000 tons annually, or nearly double what it was 10 years ago, and as long as the freedom of the Port is not interfered with, that progress must continue. (Hear, hear, by Mr. Ryrie and Applause.) In reply to the question of the Hon. W. M. Deane, Captain Superintendent of Police, Hon. A. P. MacEwan was called to the chair.

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On the motion of the Hon. W. M. Deane, Captain Superintendent of Police, Hon. A. P. MacEwan was called to the chair.

Mr. MacEwan—I have been asked by the Committee and by your friends present in this room to act as their spokesman on this occasion, to present you with an address and to ask your acceptance of a small testimonial. I need hardly say that it affords me great pleasure, as an old friend greeting you to the right or to the left of a straightforward line of conduct, and your friends here to-day assure me that my efforts have not been entirely in vain. In the course of my service, I have uniformly offended any one I hope he will kindly forgive and forget the past. (Applause.) This went on to recapitulate the history of the prosecution, referring to what he called the plaintiff's unsatisfactory explanation of the fire, his insuring for double his previous amount five days before the occurrence of the fire, his unexpected claim for ten and all the suspicious circumstances which came to the knowledge of the defendants. Mr. Ackroyd said the manner in which the defendants presented with the case showed that they honestly believed it. If they had been actuated by malice, it is probable that the guilty would have been caused to disappear even if the accused did not place himself beyond the reach of justice. Proceeding to deal with the facts of the case Mr. Ackroyd said the manner in which the defendants had behaved towards the Magistrate, and were therefore justified in proceeding against the plaintiff. They were not bound to make the utmost investigation, all they were bound to do was to make such inquiry as would satisfy reasonable men. Had they gone into an exhaustive investigation in this case, very probably the guilty would have been exposed, and the plaintiff would have been convicted. The information of this man was taken without the slightest consideration, and the evidence of the witness was given over to the Magistrate. (Applause.)

Not a single step was taken by them to inform themselves as to the truth of the statement. A more complete illustration, he submitted, of failure to satisfy themselves as to the facts of the case, which entitled the plaintiff to be released, was the fact that the set of the defendants was malicious. What satisfaction was it to the plaintiff to be told that they were acting in accordance with the law? But they do not say they would not have been responsible at all. The fact of their putting themselves forward in the way they did when they might have sheltered themselves behind the law showed their *bona fide*. Mr. Ackroyd then went on to recapitulate the history of the prosecution, referring to what he called the plaintiff's unsatisfactory explanation of the fire, his insuring for double his previous amount five days before the occurrence of the fire, his unexpected claim for ten and all the suspicious circumstances which came to the knowledge of the defendants. Mr. Ackroyd said the manner in which the defendants presented with the case showed that they honestly believed it. If they had been actuated by malice, it is probable that the guilty would have been exposed, and the plaintiff would have been convicted. The information of this man was taken without the slightest consideration, and the evidence of the witness was given over to the Magistrate. (Applause.)

I again thank you for your kind feeling expressed in the *Times* for the plaintiff.

Three cheers were then given for Captain Thomsett and for the Misses Thomsett and the family.

Europe and America. Other steamship lines connect us with the India, China, Japan and the Australian Colonies, and we have to telegraph communication to almost every part of the world. (Applause.) For want of dock accommodation in his own ships, have down for repairs. Now you have magnificent docks at Corlton, and Abordens, one of which is of sufficient size to take any of our largest sailing ships. One year, when you have a splendid new pier alongside, when heavily laden steamers lie and discharge their cargoes into extensive warehouses connected with the piers by a system of walls. Your water supply, at one time, procured from small wells, is shortly to be brought to your docks by means of that splendid monument of skill and untiring energy, the Tyne works. (Applause.) Your roads are increasing in numbers, and where you can now easily walk, the older residents had to climb. I recollect your forefathers as little better than a shabby bunch. In its place you have a grand Plaza, plenty to be further extended into the sea, making room for the large and still increasing population of the Colony. The Statistical Station at Victoria Peak was for a long period the only building above the level of Castle Road. Now Robinson Road, constructed in 1882, is well-lined with houses, and a small Colony is rapidly extending itself from Victoria Peak to Mount Gough, and Mount Kowloon. Your means of communication will be higher, faster, will I trust soon by company, and the power of attack will convey you, after the day's labour, to the health-giving breezes on the hills above us. Your Public Gardens were made in my time, and reflect the greatest credit on those who conducted the rough granite-laden hillsides into the handsome faces, and planted the noble trees and beautiful shrubs which now adorn that portion of the Island. Your Commercial port is so vast that the tonnage arrival in the Colony is now over 6,000,000 tons annually, or nearly double what it was 10 years ago, and as long as the freedom of the Port is not interfered with, that progress must continue. (Hear, hear, by Mr. Ryrie and Applause.) In reply to the question of the Hon. W. M. Deane, Captain Superintendent of Police, Hon. A. P. MacEwan was called to the chair.

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THE CHINA MAIL.

SHIPPING IN CHINA, JAPAN,
PHILIPPINES, AND
VIA HONGKONG.

Mails.

Mails.

NORDDEUTSCHER LLOYD.
NOTICE.
STEAM FOR
SINGAPORE, COLOMBO, ADEN,
SUEZ, PORT SAID,
TRIESTE, BRINDISI, GENOA,
ANTWERP, BREMEN & HAMBURG,
PORTS IN THE LEVANT, BLACK
SEA & BALTIc PORTS;
ALSO,
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON & SOUTH AMERICAN
PORTS.

The COMPANY'S STEAMERS WILL CALL
AT SOUTHAMPTON TO LAND PASSENGERS
AND LUGGAGE.

N.B.—Cargo can be taken on through Bills
of Lading for the principal places in
RUSSIA.

ON TUESDAY, the 20th day of March,
1888, at 7 a.m., the Company's
Steamship *SACHSEN*, Captain A. JAEGER,
with MAiLS, PASSENGERS, SPECIE,
and CARGO, will leave this port as above,
calling at GENOA.

Shipping Orders will be granted till
Noon. Cargo will be received on board
until 4 p.m., Specie and Parcels until 3 p.m.
on the 18th March, 1888. (Parcels are
not to be sent on board; they must be left at
the Agency's Office.) Contents and
Value of Packages are required.

The Steamer has splendid Accommodation
and carries a Doctor and Stewardess.

For further particulars, apply to
MELDERS & CO.,
Agents.

Hongkong, February 20, 1888.

396

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP
COMPANY.

THROUGH TO NEW YORK, VIA
OVERLAND RAILWAYS, AND TOUCHING
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship CITY OF
NEW YORK will be despatched for San Francisco & Yokohama, on
SATURDAY, the 24th instant, at 3 p.m.,
taking Passengers and Freight for Japan,
the United States, and Europe.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan
Ports, to San Francisco, to Atlantic and
Inland Cities of the United States, via Over-
land Railways, to Havana, Trinidad, and
Demerara, and to ports in Mexico, Central
and South America, by the Company's and
connecting Steamers.

Through Passage Tickets granted to
England, France, and Germany by all
trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—
To San Francisco ... \$200.00
To San Francisco and return, ... 350.00
To Liverpool ... 325.00
To London ... 330.00

To other European points at proportionate
rates. Special reduced rates granted to
Officers of the Army, Navy, Civil Service
and the Imperial Chinese Customs, to be
obtained on application.

Passengers, who have paid full fare, re-
embarking at San Francisco for China or
Japan (or vice versa) within one year will be
allowed a discount of 10%. This allowance
does not apply to through fares from China
and Japan to Europe.

Freight will be received on board until 4
p.m. the day previous to sailing. Parcel
Packages will be received at the office until
5 p.m. same day; all Parcel Packages
should be marked with address in full; value
of same is required.

Consult our invoices to accompany Cargo
destined to points beyond San Francisco,
in the United States, should be sent to the
Company's Office in Sealed Envelopes
addressed to the Collector of Customs at San
Francisco.

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For further information as to Passage
and Freight, apply to the Agency of the
Company, No. 504, Queen's Road Central.

O. D. HARMAN,
Agent.

Hongkong, March 3, 1888.

362

Occidental & Oriental Steam-
Ship Company.

TAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED
STATES, MEXICO, CENTRAL AND
SOUTH AMERICA, AND EUROPE,
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC & OTHER CONNECTING
STEAMERS.

THE Steamship BELGIC will be
despatched for San Francisco, via
Yokohama, on TUESDAY, the 3rd April,
at 3 p.m.,
Commission being made at Yokohama,
and Steamers from Shanghai and Japan
Port.

All Parcel Packages should be marked to
address in full; and same will be received
at the Company's Office, until 5 p.m. the
day previous to sailing.

First-class Fares granted as follows:—
To San Francisco ... \$200.00
To San Francisco and return, ... 350.00
available for 6 months ... 350.00
To Liverpool ... 325.00
To London ... 330.00

To other European points at proportionate
rates. Special reduced rates granted to
Officers of the Army, Navy, Civil Service
and the Imperial Chinese Customs, to be
obtained on application.

Passenger, who have paid full fare, re-
embarking at San Francisco for China or
Japan (or vice versa) within one year will be
allowed a discount of 10%. This allowance
does not apply to through fares from China
and Japan to Europe.

Consult our invoices to accompany Cargo
destined to points beyond San Francisco,
in the United States, should be sent to the
Company's Office, San Francisco.

For further information as to Freight
or Passage, apply to the Agency of the
Company, No. 504, Queen's Road Central.

O. D. HARMAN,
Agent.

Hongkong, March 14, 1888.

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NOTICE
COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, PONDICHERRY,
MADRAS, CALCUTTA, ADEN, SUEZ,
PORT SAID.

MEDITERRANEAN AND
BLACK SEA PORTS, ALEXANDRIA,
MARSEILLE, AND PORTS
OF BRAZIL, AND LA PLATA.

ALSO
LONDON, HAVRE, BORDEAUX,
DUNKIRK AND ANTWERP.

The COMPANY'S STEAMERS WILL CALL
AT SOUTHAMPTON TO LAND PASSENGERS
AND LUGGAGE.

N.B.—Cargo can be taken on through Bills
of Lading for the principal places in
RUSSIA.

ON WEDNESDAY, the 21st March,
1888, at Noon, the Company's
S.S. ANADYME, Commandant DELACROIX,
with MAiLS, PASSENGERS, SPECIE,
and CARGO, will leave this Port for the
above places.

Cargo and Specie will be registered
at London, as well as for Marseilles; and
shipped in transit through Marseilles to the
principal places of Europe.

Shipping Orders will be granted until
noon.

Cargo will be received on board until 4
p.m., Specie and Parcels until 3 p.m.
on the 20th March, 1888. (Parcels are
not to be sent on board; they must be left at
the Agency's Office.) Contents and
Value of Packages are required.

The Steamer has splendid Accommodation
and carries a Doctor and Stewardess.

For further particulars, apply to the
Company's Office.

G. J. CHAMPEAUX,
Agent.

Hongkong, March 8, 1888.

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INSURANCES.

THE LONDON ASSURANCE

INCORPORATED BY ROYAL CHARTER OF
His Majesty King George the Fifth,
A. D. 1720.

THE Undersigned having been appointed
Agents for the above Corporation are
prepared to grant Insurance as follows:

Marine Department.

Policies at current rates, payable either
here, in London, or at the principal Ports
of India, China and Australia.

Fire Department.

Policies issued for long or short periods
at current rates.

Life Department.

Policies issued for sums not exceeding
£5,000 at reduced rates.

HOLIDAY WITH A
HONGKONG, July 25, 1887.

396

NORTH BRITISH & MERCANTILE
INSURANCE COMPANY.

THE Undersigned, Agents of the above
Company, are authorized to insure
against FIRE at Current Rates.

GILMAN & CO.,
Hongkong, January 1, 1882.

NOTICE.

THE MAN ON INSURANCE COMPANY
(LIMITED).

CAPITAL SUBSCRIBED \$1,000,000

THE above Company is prepared to accept
MARINE RISKS at Current
Rates on GOODS, &c. Policies granted to
all parts of the World payable at any of its
Agencies.

WOO LIN YUN,
Secretary.

HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST.

Hongkong, December 2, 1887.

396

QUEEN FIRE INSURANCE COM-
PANY.

THE Undersigned, Agents for the above
Company, are prepared to accept
RISKS against FIRE at Current Rates.

NORTON & CO.,
Agents.

Hongkong, March 3, 1888.

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Not Responsible for Debts.

Neither the Captain, the Agents, nor
Owners will be Responsible for
any Debt contracted by the Officers or
Crew of the following Vessels, during
their stay in Hongkong Harbour:

Allie Rowe, Hawaiian brig, Captain J.
Phillips.—Wider & Co.

Axon, British barque, Capt. Christensen.—
Tung Sang Woo.

B. P. Cheney, American ship, Captain
Hughes.—Douglas, Lapraik & Co.

Centennial, American ship, Captain L.
B. McCormack.—Gibb, Livingston & Co.

Great Admrial, British barque, Captain
F. P. Leitchfield.—Gibb, Livingston & Co.

Great Admiral, British barque, Captain
F. P. Leitchfield.—Gibb, Livingston & Co.

H. E. Tapley, British barque, Captain
Kitty.—Gibb, Livingston & Co.

Mabel Taylor, British barque, Captain
Manuel.—Gibb, Livingston & Co.

Norway, British barque, Captain
Rialto.—Gibb, Livingston & Co.

Santa Filomena, British barque, Captain
Santia.—Gibb, Livingston & Co.

Titan, British barque, Captain Walter Siegfried.—
Gibb, Livingston & Co.

Not Responsible for Debts.

The following notice of the China Review—

The present publication, judging by the
number now before us, is intended to

occupy a position, as regards China and the
neighbouring countries, some what similar to

that which has been filled in India by the
Calcutta Review.

The great degree of attention

which it has bestowed of late years upon the
investigation of Chinese literature,

antiquities, and social developments, to say
nothing of linguistic studies, has led to the
accumulation of important stores of information,

rendering some such channel of publicity

as is now provided extremely desirable;

and contributions of much interest may fairly be looked for from the members

of the foreign consular services, the Chinese
Customs' corps, and the missionary body,

among whom a high degree of Chinese
scholarship is now assiduously cultivated,

and who are severally represented in the first

number of the Review by papers highly
conducive to their respective authors.

Some translations from Chinese novels and
plays are marked by both accuracy andreadiness
of style; and an account of the career of

the Chinese post-state man of the eleventh
century, Su Tung-p'o, by Mr. E. C. Brown,

is not only historically valuable, but is also
distinguished by its literary grace. Beside

notices of new books relating to China and the
East, which will be a useful feature of

the Review, if carried out with punctuality
and detail, we are glad to notice that

'Notes' and 'Querries' are destined to

find a place in its pages also. It is to be
hoped that this opening for contributions

on Chinese subjects may evoke a similar
degree of literary zeal to that which was

displayed during the lifetime of its predecessor

in the field, and that the China Review

may receive the support necessary to insure
its continuance.

PUBLICATIONS.

CHINA MAIL OFFICE.

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CHINA MAIL OFFICE,<br